



January 29, 2025

Federal Energy Regulatory Commission  
888 First Street, N.E.  
Washington, D.C. 20426

Attention: Ms. Debbie-Anne A. Reese, Secretary

Re: Quarterly Recomputation of Fuel and  
Lost and Unaccounted-for Percentages,  
Wyoming Interstate Company, L.L.C.;  
Docket No. RP25-

Commissioners:

Wyoming Interstate Company, L.L.C. ("WIC") tenders for filing and acceptance by the Federal Energy Regulatory Commission ("Commission") Version 67 of Part II: Stm. of Rates, Section 2 – Fuel and L&U Rates to the Third Revised Volume No. 2 of its FERC Gas Tariff ("Tariff"). Proposed to become effective on March 1, 2025, the tendered tariff record revises the fuel and lost and unaccounted-for charges applicable to transportation service on WIC's system.

### **Background**

Section 13 of the GT&C of WIC's Tariff states that the Fuel, Lost and Unaccounted-for-Gas ("FL&U") Percentage(s) shall be recomputed every three months. In addition, Section 13.2 of the GT&C provides that WIC must file with the Commission supporting documentation for each quarterly recomputation of FL&U percentage(s).

The FL&U reimbursement percentages contained herein are comprised of two components: 1) a projected FL&U requirement percentage and 2) an FL&U requirement adjustment, or true-up reimbursement, percentage reflecting the over- or under-recovery of quantities during previous data collection periods. The Projected FL&U Requirement percentages are determined based on a combination of historical and forecasted throughput volumes, Lost and Unaccounted-for-Gas ("L&U") requirements, and fuel burned. To the extent actual FL&U quantities are more or less than the reimbursement percentages in effect at the time, WIC returns or recoups such quantities in the next period through a volumetric true-up reimbursement percentage or the FL&U Requirement Adjustment. This true-up mechanism keeps WIC and its shippers volumetrically neutral for FL&U.

**Description of Filing**

Submitted pursuant to Subpart C of Part 154 of the Commission's regulations<sup>1</sup> and WIC's Tariff, this filing proposes revisions to update its FL&U percentages as described in the tables below.

**Table A**

	<b>Proposed Fuel Rates (Instant Filing):</b>			<b>Change from Percentages Currently In Effect:</b>		
	Projected Fuel Requirement %	Fuel Requirement Adjustment % (True-up)	<b>Total Proposed Fuel %</b>	Change in Projected Fuel Requirement %	Change In Fuel Requirement Adjustment % (True-up)	<b>Change in Total Fuel %</b>
Mainline System	0.45%	-0.31%	0.14%	0.02%	0.12%	0.14%
Medicine Bow	0.26%	-0.09%	0.17%	0.00%	0.17%	0.17%
Piceance (WIC ML & Other PL)	0.50%	-0.15%	0.35%	0.13%	-0.17%	-0.04%
Kanda Incremental (WIC ML and Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>Proposed L&amp;U Rates (Instant Filing):</b>			<b>Change From Percentages Currently in Effect:</b>		
	Projected L&U Requirement %	L&U Requirement Adjustment % (True-up)	<b>Total Proposed L&amp;U %</b>	Change in Projected L&U Requirement %	Change in L&U Requirement Adjustment % (True-up)	<b>Change in Total L&amp;U %</b>
Mainline System	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Medicine Bow	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Piceance (WIC ML)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Piceance (Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Incremental (WIC ML)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Incremental (Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

<sup>1</sup> 18 C.F.R. §§ 154.201 – 154.210 (2024).

### Projected Fuel Requirement and Fuel Requirement Adjustment

The fuel reimbursement rates proposed herein seek to recover fuel and other fuel gas consumption that will occur during the three-month period these rates will be in effect beginning March 1, 2025.<sup>2</sup> WIC has forecasted the expected throughput and fuel burn for only the months these rates will be in effect. The support for the FL&U retention percentages for the Mainline System, and the Medicine Bow, Piceance and Kanda Lateral systems, as shown above, is detailed in Appendices A through F included herewith.

#### *Mainline System*

As noted in Table A above, the total fuel retention percentage for the Mainline System is proposed to increase to 0.14%. The Projected Fuel Requirement percentage increases to 0.45% primarily due to a decrease in projected throughput volumes without a corresponding decrease in projected fuel volumes. The Fuel Requirement Adjustment increases to negative 0.31% and reflects 119,623 Dths of over-collected L&U from the September 2024 through November 2024 data collection period<sup>3</sup> being included in the Fuel Requirement Adjustment calculation. This results in a 0.14% total fuel retention percentage for the Mainline System.

#### *Medicine Bow Lateral*

The total fuel retention percentage for the Medicine Bow Lateral increases to 0.17%. The Projected Fuel Requirement percentage is unchanged at 0.26%. The Fuel Requirement Adjustment increases to negative 0.09% and reflects 55,728 Dth of over-collected L&U volumes from the September 2024 through November 2024 data collection period being included in the calculation of the Fuel Requirement Adjustment.<sup>4</sup> Also, the Fuel Requirement Adjustment reflects the application of 622 Dth of over-collected L&U volumes that were deferred to future filings in Docket No. RP25-137-000.<sup>5</sup> This results in a 0.17% total fuel retention percentage for the Medicine Bow Lateral.

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<sup>2</sup> WIC has been informed that Fort Union Gas Gathering, L.L.C. and Bighorn Gas Gathering, L.L.C. will be decreasing the in-kind percentage of gas they retain for fuel gas from 1.10% to 0.58% effective March 1, 2025. WIC is updating the Bakken Leased Capacity Incremental rate to reflect that change effective March 1, 2025. See *Wyoming Interstate Co.*, 182 FERC ¶ 62,138, at P 9 & n.10 (2023).

<sup>3</sup> See Appendix A, Schedule 1, line 11, col. (b); Appendix A, Schedule 2, lines 4-10, col. (b). See also Section 13.3 of WIC's GT&C.

<sup>4</sup> See Appendix A, Schedule 1, line 11, col. (c).

<sup>5</sup> See Appendix A, Schedule 2, line 12, col. (c) in WIC's Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Docket No. RP25-137-000 (Oct. 31, 2024). After the application of the 622 Dth of over-collected L&U volumes to the Medicine Bow fuel volumes, no over-collected Medicine Bow L&U volumes remain from this filing.

### *Piceance Lateral*

The proposed total fuel retention percentage for the Piceance Lateral is 0.35%. The Projected Fuel Requirement percentage increases to 0.50% primarily due to an increase in projected fuel volumes and a decrease in projected throughput volumes. The Fuel Requirement Adjustment percentage decreases to negative 0.15% and reflects 493 Dth of over-collected L&U volumes from the September 2024 through November 2024 data collection period being included in the calculation of the Fuel Requirement Adjustment.<sup>6</sup> This Fuel Requirement Adjustment of negative 0.15% is intended to return 47,476 Dth of over-collected fuel volumes to Piceance Lateral shippers during the period these rates will be in effect. These percentages result in a 0.35% total fuel retention percentage for the Piceance Lateral.

### *Off-System*

WIC notes that off-system FL&U quantities are not included for recovery through WIC's projected fuel reimbursement rate. As addressed in Section 4.5 of the GT&C of the Tariff, all WIC shippers using the off-system capacity held by WIC, on either a primary or a secondary basis, are directly assessed the FL&U charged by the third-party transportation provider to WIC.

### Projected L&U Requirement

The twelve-month data period used to forecast L&U quantities for this instant filing is December 2023 through November 2024. As shown on Schedule 1 of Appendix D, WIC experienced an overall "gain" on the Mainline System and each of the incremental laterals during this time period which results in negative L&U reimbursement percentages. WIC's tariff prevents the establishment of negative L&U reimbursement percentages that would otherwise have resulted from the use of the overall "gain". Instead, Section 13.3 of the GT&C requires the projected L&U percentage to be set at 0.00% under these circumstances. Therefore, the Projected L&U Requirement is proposed to be 0.00% for the Mainline System and each of the laterals. These retention percentages are detailed in Table A above.

### L&U Requirement Adjustment

WIC is proposing the L&U Requirement Adjustment be set at 0.00% on the Mainline System and each of the laterals as shown in Table A and described more fully below.

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<sup>6</sup> See Appendix A, Schedule 1, lines 4-14, col. (d).

As shown on Appendix A, Schedule 2, line 4, column (b), the Mainline System experienced an L&U gain of 119,623 Dth during the period of September 2024 through November 2024. As discussed earlier, 119,623 Dth of the over-collected L&U volumes is being included in the calculation of the Mainline System Fuel Requirement Adjustment.<sup>7</sup> Accordingly, the total proposed L&U reimbursement percentage is 0.00% for the Mainline System.

As shown on Appendix A, Schedule 2, line 4, column (c), the Medicine Bow Lateral experienced a gain of L&U of 55,728 Dth for the period September 2024 through November 2024. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, 55,728 Dth of the over-collected L&U volumes is being included in the calculation of the Fuel Requirement Adjustment. In addition, 622 Dth of over-collected L&U from Docket No. RP25-137-000 will be included in the calculation of the Fuel Requirement Adjustment.<sup>8</sup> As such, the total proposed L&U reimbursement percentage is 0.00% for the Medicine Bow Lateral.

As shown on Appendix A, Schedule 2, line 4, column (d), the Piceance-Other Pipeline experienced a gain of L&U of 493 Dth for the period September 2024 through November 2024. As discussed above in the section on the fuel percentage for the Piceance Lateral, the gain of 493 Dth of over-collected L&U volumes is being included in the calculation of the Fuel Requirement Adjustment and results in a total proposed L&U reimbursement percentage of 0.00% for the Piceance-Other Pipeline.

The Kanda – Other Pipeline total proposed L&U reimbursement percentage remains at 0.00%. As shown on Appendix A, Schedule 2, line 4, column (e), the Kanda – Other Pipeline experienced a gain of L&U of 238 Dth for the period September 2024 through November 2024. The Kanda Lateral has experienced excess L&U quantities in three consecutive L&U filings. As such, Section 13.5(d) of the GT&C requires that the excess L&U quantities be cashed out. Therefore, WIC proposes to cash-out the over-collected L&U from the September 2024 through November 2024 period experienced in the instant filing as well as the remaining amounts of the over-collected L&U quantities deferred to future filings in Docket Nos. RP24-957-000 and RP25-137-000.

#### Cash Out of Kanda – Other Pipeline L&U Over-Collection

As detailed in Appendices A and G, WIC has over-collected L&U quantities of 197 Dth associated with the Kanda – Other Pipeline for the period of September 2024 to November 2024.<sup>9</sup> In addition, WIC has over-collected L&U

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<sup>7</sup> See Appendix A, Schedule 1, line 11, col. (b).

<sup>8</sup> See Appendix A, Schedule 2, line 13, col. (c).

<sup>9</sup> See Appendix A, Schedule 2, lines 4 through 11, col. (e).

quantities of 3,673 Dth<sup>10</sup> and 525 Dth<sup>11</sup> associated with Docket Nos. RP24-957-000 and RP25-137-000, respectively, that had been deferred to future filings. As just noted, pursuant to the terms of Section 13.5(d) of the GT&C, WIC must cash out Excess L&U Quantities experienced in three consecutive L&U filings; therefore, WIC proposes to cash out these over-collected L&U quantities herein.

WIC calculated the value associated with the Excess L&U Quantities by using the applicable month's Cash Out Index Price.<sup>12</sup> The calculations result in a total cash-out refund of \$4,634 for the March 2024 through May 2024 period reflected in Docket No. RP24-957-000,<sup>13</sup> \$837 for the June 2024 through August 2024 period reflected in Docket No. RP25-137-000, and \$354 for the September 2024 through November 2024 period reflected in the instant filing for shippers on the Kanda – Other Pipeline.<sup>14</sup> WIC allocated the value of the Excess L&U Quantities pro-rata to each Kanda – Other Pipeline shipper based on the total throughput for each period in which the over-collection and resulting Excess L&U occurred.

#### **Section 154.204 Discussion**

Pursuant to 18 C.F.R. § 154.204 (2024), WIC states the following:

- (a) WIC does not anticipate a significant increase in revenues or costs as a result of the proposed tariff changes; and
- (b) WIC is not aware of any other filings pending before the Commission that may significantly affect this filing.

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<sup>10</sup> See WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix A, Schedule 2, Line No. 12, Column (e), Docket No. RP24-957-000 (Aug. 1, 2024). Docket No. RP24-957-000 reflects a March 2024 through May 2024 data collection period. As such, the 3,673 Dth quantity shown above includes the 3,674 Dth of over-collected L&U shown in Docket No. RP24-957-000 and the 1 Dth May 2024 prior period adjustment amount shown in WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix D, Schedule 1, Line No. 4, Column (o), Docket No. RP25-137-000 (Oct. 31, 2024).

<sup>11</sup> See WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix A, Schedule 2, Line No. 12, Column (e), Docket No. RP25-137-000 (Oct. 31, 2024). Docket No. RP25-137-000 reflects a June 2024 through August 2024 data collection period. As such, the 525 Dth amount shown above includes the 524 Dth of over-collected L&U shown in Docket No. RP25-137-000 less the 1 Dth May 2024 prior period adjustment amount shown in WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix D, Schedule 1, Line No. 4, Column (o), Docket No. RP25-137-000 (Oct. 31, 2024).

<sup>12</sup> Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."

<sup>13</sup> Amount includes the prior period adjustment quantities shown in Appendix G, Schedule 5.

<sup>14</sup> See Appendix G, Schedules 1 through 8.

**Procedural Matters**

In accordance with the applicable provisions of Part 154 of the Commission's regulations,<sup>15</sup> WIC is submitting an eTariff XML filing package, which includes the following:

- a. a transmittal letter;
- b. the clean and related marked versions of the tariff record; and
- c. workpapers under Appendices A-G in PDF format.

WIC respectfully requests the Commission accept the tendered tariff record for filing and permit it to become effective on March 1, 2025, which is not less than 30 days or more than 60 days following the date of this filing. With respect to any tariff provisions the Commission allows to go into effect without change, WIC hereby moves to place the tendered tariff provisions into effect at the end of any minimal suspension period specified by the Commission.

Correspondence and communications concerning this filing should be directed to:

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These persons have been designated for service in accordance with Rule 203 of the Commission's Rules of Practice and Procedure (18 C.F.R. § 385.203 (2024)).

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<sup>15</sup> 18 C.F.R. §§ 154.1 - 154.603 (2024).







STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS  
 RATES PER DTH

Particulars -----	Current Reimbursement -----	True-up -----	Total -----
<b>Mainline System</b>			
Fuel Gas Percentage (Note 3)	0.45%	-0.31%	0.14%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.45%	-0.31%	0.14%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
<b>Medicine Bow Incremental</b>			
Fuel Gas Percentage (Note 3) (Note 6)	0.26%	-0.09%	0.17%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.26%	-0.09%	0.17%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
<b>Bakken Leased Capacity Incremental</b>			
Fuel Gas Percentage (Note 7)	n/a	n/a	0.58%
L&U Percentage (Note 7)	n/a	n/a	0.00%
			-----
Total FL&U Percentage	n/a	n/a	0.58%
L&U Percentage	n/a	n/a	0.00%

Piceance Basin Incremental  
 FL&U Percentages detailed below (Note 3)(Note 9)(Note 12):

Piceance Lateral

Fuel Gas Percentage To Transporter's Mainline System	0.50%	-0.15%	0.35%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.50%	-0.15%	0.35%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.50%	-0.15%	0.35%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.50%	-0.15%	0.35%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

Kanda Lateral Incremental  
 FL&U Percentages detailed below (Note 3) (Note 9) (Note 13):

Fuel Gas Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.00%	0.00%	0.00%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS  
 RATES PER DTH

Particulars -----	Current Reimbursement -----	True-up -----	Total -----
<b>Mainline System</b>			
Fuel Gas Percentage (Note 3)	0.4345%	-0.4331%	0.0014%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.4345%	-0.4331%	0.0014%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
<b>Medicine Bow Incremental</b>			
Fuel Gas Percentage (Note 3) (Note 6)	0.26%	-0.2609%	0.0017%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.26%	-0.2609%	0.0017%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
<b>Bakken Leased Capacity Incremental</b>			
Fuel Gas Percentage (Note 7)	n/a	n/a	+0.1058%
L&U Percentage (Note 7)	n/a	n/a	0.00%
	-----	-----	-----
Total FL&U Percentage	n/a	n/a	+0.1058%
L&U Percentage	n/a	n/a	0.00%

Piceance Basin Incremental  
 FL&U Percentages detailed below (Note 3)(Note 9)(Note 12):

Piceance Lateral

Fuel Gas Percentage To Transporter's Mainline System	0.3750%	<del>-0.0215%</del>	0.3935%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.3750%	<del>-0.0215%</del>	0.3935%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.3750%	<del>-0.0215%</del>	0.3935%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.3750%	<del>-0.0215%</del>	0.3935%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

Kanda Lateral Incremental  
 FL&U Percentages detailed below (Note 3) (Note 9) (Note 13):

Fuel Gas Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.00%	0.00%	0.00%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

**Wyoming Interstate Company, L.L.C.  
Quarterly FL&U Filing  
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**Wyoming Interstate Company, L.L.C.  
Quarterly FL&U Filing  
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**Appendix A  
FL&U Reimbursement Percentages**

**Wyoming Interstate Company, L.L.C.****Fuel Percentage Calculation**

(Quantities in Dth unless otherwise noted)

Line No.	Description (a)	Mainline System (b)	Medicine Bow (c)	Piceance (d)	Kanda (e)
<b>Current Period Retention Percentage</b> <sup>1</sup>					
1	Fuel Gas Projected During Forecast Period (Mar 25 - May 25) <sup>2</sup>	99,262	157,872	160,649	-
2	Fuel-Related Receipts (Throughput)	22,245,389	60,801,231	31,916,433	-
3	Projected Fuel Requirement [line 1 / line 2]	0.45%	0.26%	0.50%	0.00%
<b>Volumetric True-up Retention Percentage</b>					
Current Deficiency/(Gain) for Sep 2024 - Nov 2024 Period					
4	Fuel Gas Consumed <sup>3,9</sup>	156,322	155,928	132,136	41
5	Fuel Gas Retained - Current <sup>4</sup>	134,991	167,349	180,410	-
6	Current Deficiency/(Gain) [line 4 - line 5]	21,331	(11,421)	(48,274)	41
True-up Deficiency/(Gain) for Sep 2024 - Nov 2024 Period					
7	Fuel Gas Sought for True-up <sup>5</sup>	(106,234)	(125,247)	140,806	-
8	Fuel Gas Retained - True-up <sup>6</sup>	(134,888)	(136,501)	139,515	-
9	True-up Deficiency/(Gain) [line 7 - line 8]	28,654	11,254	1,291	-
10	L&U Over-collection from Docket No. RP25-137-000 FL&U Filing <sup>7</sup>	-	(622)	-	-
11	L&U Over-collection from Sep 2024 - Nov 2024 Period <sup>8</sup>	(119,623)	(55,728)	(493)	(41)
12	Net Deficiency/(Gain) to be Trued-up During Mar 2025 - May 2025 [line 6 + line 9 + line 10 + line 11]	(69,638)	(56,517)	(47,476)	(0)
13	Fuel-Related Receipts (Throughput)	22,245,389	60,801,231	31,916,433	1,963,896
14	Fuel Requirement Adjustment [line 12 / line 13]	-0.31%	-0.09%	-0.15%	0.00%
15	Total Fuel Retention Percentage [line 3 + line 14]	0.14%	0.17%	0.35%	0.00%

## Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of March 2025 - May 2025 divided by forecasted receipts expected during the same period.
- 2) Excludes quantities associated with off-system capacity and the Bakken Leased Capacity Incremental rates including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U and the Bakken Leased Capacity Incremental rates are directly assessed to all shippers responsible for the charges.
- 3) See Appendix E, Schedule 1, col. (p). Excludes quantities for capitalized gas.
- 4) See Appendix F, Schedule 1, lines 1-5, col. (o).
- 5) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 1, Line No. 11, Docket No. RP24-957-000 (Aug. 1, 2024).
- 6) See Appendix F, Schedule 1, lines 6-10, col. (o).
- 7) The quantities on this line are being applied from over-collected L&U volumes from Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 12, Column (c), Docket No. RP25-137-000 (Oct. 31, 2024). See also Appendix A, Schedule 2, line 13 of this filing.
- 8) The quantities on this line are being applied from over-collected L&U volumes from Appendix A, Schedule 2, line 10 of this filing.
- 9) The Kanda quantity on line 4, col. (e) reflects other gas use in FERC Account No. 812 associated with the Kanda Lateral.

**Wyoming Interstate Company, L.L.C.**

**L&U Percentage Calculation**

(Quantities in Dth unless otherwise noted)

Line No.	Description (a)	Mainline System (b)	Medicine Bow (c)	Piceance - Other Pipeline (d)	Kanda - Other Pipeline (e)
<b>Current Period Retention Percentage<sup>1</sup></b>					
1	L&U Projected During Forecast Period <sup>2</sup>	(798,851)	(375,304)	(4,113)	(9,390)
2	L&U Receipts (Throughput) <sup>3</sup>	522,873,747	243,921,587	3,041,791	6,075,295
3	Projected L&U Requirement [line 1 / line 2; if less than zero, reflected zero]	0.00%	0.00%	0.00%	0.00%
<b>Volumetric True-up Retention Percentage</b>					
Current Deficiency/(Gain) for Sep 2024 - Nov 2024 Period					
4	L&U Experienced <sup>4</sup>	(119,623)	(55,728)	(493)	(238)
5	L&U Retained - Current <sup>5</sup>	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(119,623)	(55,728)	(493)	(238)
True-up Deficiency/(Gain) for Sep 2024 - Nov 2024 Period					
7	L&U Sought for True-up <sup>6</sup>	-	-	-	-
8	L&U Gas Retained - True-up <sup>7</sup>	-	-	-	-
9	L&U True-up Deficiency/(Gain) [line 7 - line 8]	-	-	-	-
10	L&U to be Netted <sup>8</sup>	(119,623)	(55,728)	(493)	(41)
11	L&U From Instant Filing to be Cashed-Out <sup>9</sup>	-	-	-	(197)
12	L&U Deferred to a Future Filing in Docket No. RP24-957-000 to be Cashed-Out <sup>10</sup> (Includes Prior Period Adjustments)	-	-	-	(3,673)
13	L&U Deferred to a Future Filing in Docket No. RP25-137-000 to be Netted in the Instant Filing <sup>11</sup>	-	(622)	-	-
14	L&U Deferred to a Future Filing in Docket No. RP25-137-000 to be Cashed-Out <sup>12</sup> (Excludes Prior Period Adjustment)	-	-	-	(525)
15	Net Deficiency/(Gain) to be Trued-up During Mar 2025 - May 2025 [line 6 + line 9 - line 10 - line 11]	(0)	-	-	-
16	L&U-Related Receipts for Mar 2025 - May 2025 <sup>13</sup>	126,299,296	59,117,552	16,174	1,963,896
17	L&U Requirement Adjustment [line 15 / line 16]	0.00%	0.00%	0.00%	0.00%
18	Total L&U Retention Percentage [line 3 + line 17]	0.00%	0.00%	0.00%	0.00%

Notes:

- 1) The current period retention percentage is based on the L&U experienced during the 12-month period ending November 2024 as shown on Schedule 1 of Appendix D divided by receipts experienced during the same period.
- 2) Excludes quantities associated with off-system capacity and the Bakken Leased Capacity Incremental rates including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U and the Bakken Leased Capacity Incremental rates are directly assessed to all shippers responsible for the charges.
- 3) L&U receipts are forecasted for the current period based on historical data from December 2023 through November 2024. See Appendix C, Schedule 1, lines 5-8, col. (n).
- 4) See Appendix D, Schedule 1, lines 2-6, col. (p).
- 5) See Appendix F, Schedule 2, lines 1-5, col. (o).
- 6) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 7, Docket No. RP24-957-000 (Aug. 1, 2024).
- 7) See Appendix F, Schedule 2, lines 6-10, col. (o).
- 8) The quantities on this line will be applied to the appropriate Fuel quantities on Schedule 1, line 11 of Appendix A of this filing.
- 9) The quantities on this line will be cashed-out; see Appendix G, Schedules 1 and 2.
- 10) See Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages, Appendix A, Schedule 2, Line No. 12, Column (e), Docket No. RP24-957-000 (Aug. 1, 2024). Docket No. RP24-957-000 reflects a March 2024 through May 2024 data collection period. As such, the 3,673 Dth quantity shown on line 12, col. (e) above includes the 3,674 Dth of over-collected L&U shown in Docket No. RP24-957-000 and the 1 Dth May 2024 prior period adjustment amount shown in WIC's Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages, Appendix D, Schedule 1, Line No. 4, Column (o), Docket No. RP25-137-000 (Oct. 31, 2024).
- 11) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 12, Column (c), Docket No. RP25-137-000 (Oct. 31, 2024). The quantities on this line will be applied to the appropriate Fuel quantities on Schedule 1, line 10 of Appendix A of this filing.
- 12) See Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages, Appendix A, Schedule 2, Line No. 12, Column (e), Docket No. RP25-137-000 (Oct. 31, 2024). Docket No. RP25-137-000 reflects a June 2024 through August 2024 data collection period. As such, the 525 Dth amount shown on line 14, col. (e) above includes the 524 Dth of over-collected L&U shown in Docket No. RP25-137-000 less the 1 Dth May 2024 prior period adjustment amount shown in WIC's Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages, Appendix D, Schedule 1, Line No. 4, Column (o), Docket No. RP25-137-000 (Oct. 31, 2024). Also, see note no. 10 above.
- 13) See Appendix C, Schedule 1, lines 5-8, col. (o). Since the true-up requirement calculated here will be sought to be recovered during the months of March 2025 through May 2025, WIC is using receipts experienced during March 2024 through May 2024 to reasonably estimate L&U-related receipts.

**Wyoming Interstate Company, L.L.C.  
Quarterly FL&U Filing  
Docket No. RP25-\_\_\_\_**

**Appendix B  
Physical Gas Balance**

Wyoming Interstate Company, L.L.C.  
Physical Gas Balance

Line No.	Item	Receipts (Dth)												Total
		Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	
1	ANTELOPE (AMS) (892022)	2,238,880	1,954,923	1,928,024	2,043,203	2,035,542	1,852,642	1,256,094	1,665,020	1,672,056	1,127,018	1,191,331	1,121,625	20,086,357
2	BOWIE (BOW) (800104)	2,765,283	2,599,835	4,361,336	6,071,335	4,285,630	5,100,527	4,824,209	2,763,103	5,539,351	3,980,729	4,674,767	3,923,242	50,889,347
3	BAXTER TO WIC (BTW) (800116)	3,299,307	3,450,680	2,802,846	1,296,360	1,452,992	3,790,133	3,111,194	1,488,269	1,231,141	1,555,808	1,413,762	3,126,528	28,019,019
4	BITTER CREEK (BTC) (800115)	1,095,526	2,707,010	786,560	51,315	145,967	83,311	77,063	175,561	116,380	19,270	2,003,821	285,241	7,547,026
5	BRONZE DOME (BZD) (896107)	-	-	336,681	169,825	-	-	-	-	-	77,280	-	-	583,785
6	BUCKING HORSE (BKH) (47849)	2,536,427	2,199,158	2,541,833	2,918,312	2,595,744	3,151,719	2,865,402	2,752,052	2,701,537	2,723,367	2,565,499	2,666,565	32,217,614
7	CHALK BUTTES (CBR) (50156)	4,901,097	4,544,417	4,364,556	4,554,722	4,097,510	5,350,130	5,160,709	5,489,872	5,409,491	5,620,008	5,530,349	6,032,025	
8	CHEYENNE JUMPER TO WELD (49841)	-	-	-	-	-	-	-	-	-	-	-	-	-
9	WIC/CIG SPARROW DELIVERY WELD (50528)	7,074,788	6,297,145	3,978,519	5,715,892	4,678,049	9,402,452	9,886,502	9,978,113	7,625,964	11,776,242	6,394,306	7,363,369	90,171,343
10	COTTONWOOD (CTW) (896060)	1,060,772	1,040,392	977,633	650,677	845,697	848,865	1,255,184	1,216,431	1,150,717	814,372	607,915	434,133	10,902,788
11	CRESTON (CRE) (896054)	1,661,847	1,924,651	1,020,846	1,884,450	492,082	1,637,310	1,913,414	2,204,428	2,451,839	2,176,329	1,425,853	2,564,079	21,357,127
12	FLYING HAWK (FLY) (800245)	4,429,857	5,959,838	7,860,141	9,060,826	9,962,282	10,433,279	9,228,904	8,993,759	10,214,549	10,599,609	12,645,786	9,358,477	108,747,306
13	GOLDEN DOME (GLD) (800273)	1,382,354	1,224,331	1,082,148	1,097,080	669,304	1,676,630	505,379	883,059	648,724	585,312	860,411	910,074	11,524,806
14	KANDA TO WIC-QUESTAR (KAW) (800336)	-	-	-	-	-	-	-	-	-	-	-	-	-
15	LARAMIE-WIC (LAW) (800367)	-	-	-	-	-	-	-	-	-	-	-	-	-
16	LOST CREEK WIC (LCW) (896043)	-	-	-	-	-	-	-	-	-	-	-	-	-
17	MEDICINE BOW (MBW) (896031)	3,524,780	3,004,932	3,758,951	2,515,284	3,285,450	3,742,805	4,331,933	3,040,401	2,938,637	3,590,307	3,798,899	3,679,857	41,212,237
18	OVERTHRUST/ WIC (OVW) (800528)	-	-	-	-	-	-	-	-	-	-	-	-	-
19	RAWLINS TO WIC (RTW) (800666)	-	6,548	-	3	289,290	258,397	1	0	0	0	-	-	6,552
20	RED RIM (RIM) (800633)	343,478	328,449	295,233	298,472	289,290	258,397	231,546	263,029	245,611	237,230	239,344	217,716	3,245,794
21	RIO BLANCO (RBL) (896062)	2,035,237	1,836,602	1,598,744	1,708,327	1,635,069	1,674,567	1,722,732	2,084,935	1,999,374	1,896,700	2,185,505	1,804,934	22,182,726
22	SILO PLANT (48646)	230,436	222,849	243,864	281,410	282,845	267,513	249,996	293,798	303,235	298,289	292,044	272,749	3,239,029
23	THUNDER CREEK (TCR) (896029)	6,211,209	5,680,162	5,344,227	5,933,762	5,939,285	6,263,134	4,941,088	7,750,977	8,040,031	7,125,842	7,354,829	6,492,725	77,077,271
24	TRAPPERS LAKE (TPL) (800722)	8,818,673	9,454,985	9,949,783	9,824,536	6,280,765	7,353,929	9,973,095	9,663,839	9,511,474	7,220,922	8,874,348	9,308,812	106,235,160
25	WALCOTT JUNCTION (WAL) (47968)	-	-	-	-	-	-	-	0	-	-	-	-	0
26	WAMSUTTER TO WIC (WAW) (800760)	-	-	-	-	-	-	3	-	-	-	-	-	3
27	WAPITI (WAP) (896017)	-	-	-	-	-	-	-	-	-	-	-	-	-
28	YELLOW JACKET PASS (YLJ) (896061)	24,150	215,068	9,104	707,443	2,604,383	2,718,569	82,050	12,953	158,365	751,619	327,555	172,103	7,783,364
29	Total Receipts	53,634,102	54,651,974	53,241,029	56,783,233	51,577,885	65,603,915	61,616,496	60,438,890	62,038,856	61,965,738	62,475,985	59,232,578	703,260,680
30	OFF-SYSTEM OVERTHRUST FL&U <sup>1</sup>	3,467	8,447	9,309	6,635	12,380	8,788	2,238	503	5,612	4,960	5,606	(21,194)	46,751
31	OFF-SYSTEM WHITE RIVER HUB FL&U <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
32	OFF-SYSTEM ROCKIES EXPRESS PIPELINE FL&U <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
33	BAKKEN LEASED CAPACITY INCREMENTAL FL&U <sup>1</sup>	58,209	47,350	51,140	25,350	34,742	50,551	17,879	18,648	18,561	28,137	28,885	28,180	407,632
34	Net Linepack Decrease	-	-	88,244	36,118	93,457	-	-	18,409	-	66,822	-	-	303,050
35	Total System Receipts	53,695,778	54,707,771	53,389,721	56,851,336	51,625,007	65,756,711	61,636,613	60,476,450	62,063,029	62,065,657	62,510,476	59,239,564	704,018,113
Line No.	Item	Deliveries (Dth)												Total
		Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	
36	CHROME DOME (CHD) (800140)	100,575	45,917	-	4,154	-	-	-	40,451	44,827	713	53,329	5,886	295,852
37	BITTER CREEK (BTC) (800115)	0	-	-	-	62,717	0	101,685	0	0	0	0	0	164,403
38	BOWIE (BOW) (800104)	-	-	464	324	1	-	-	-	-	-	-	-	789
39	BUCKING HORSE (BKH) (47848)	5,331	6,668	18,843	79,494	73,969	83,265	72,302	69,682	68,158	67,060	69,834	69,032	683,638
40	CHALK BUTTES (CBB) (50472)	-	-	-	-	5,224	-	-	4,380	-	-	-	-	9,603
41	CURLEY (CUR) (800184)	1,127,951	4,208,996	586,347	1,888,726	1,275,701	12,713,134	9,400,611	3,406,802	6,055,171	6,304,232	4,294,646	2,510,458	53,772,773
42	DOVER (DOV) (800212)	2,204,887	2,207,676	3,957,589	3,676,108	1,709,597	3,111,062	2,285,126	1,779,117	1,588,732	2,316,365	2,163,500	1,475,901	28,475,660
43	DULLKNIFE (DUL) (896002)	9,950,859	9,303,606	10,739,218	13,449,436	15,579,996	19,187,984	16,999,928	15,714,872	15,278,859	17,674,985	20,206,567	13,021,455	177,107,764
44	FLYING HAWK (FLY) (800245)	290	0	-	-	-	-	-	-	-	-	-	-	291
45	HAPPY JACK (49167)	-	-	-	-	-	-	-	-	-	-	-	16,601	16,601
46	LITTLE WOLF (LTW) (896018)	-	-	-	-	-	-	-	-	-	-	-	-	-
47	LONE TREE DELIVERY WELD (54876)	2,304,658	3,179,336	2,287,316	2,480,114	1,604,530	3,643,044	2,890,082	3,932,188	4,063,127	3,962,031	3,599,872	2,924,080	36,870,378
48	OTTO ROAD (49168)	578,048	611,679	572,490	613,394	583,471	598,180	506,118	566,678	566,070	552,132	484,630	573,993	6,806,883
49	OVERTHRUST/ WIC (OVW) (800528)	14,678,663	12,979,909	13,769,356	13,143,892	11,391,849	9,824,975	8,551,769	13,537,283	11,913,686	10,525,103	12,329,629	13,000,084	145,646,198
50	OWL CREEK (OWL) (896026)	6,837,755	7,873,900	3,802,468	4,427,194	4,554,211	4,162,866	3,988,956	5,891,447	6,180,849	4,052,011	3,318,294	9,608,413	64,698,363
51	RAWLINS TO WIC (RTW) (800666)	1,231,039	916,501	2,747,349	2,495,997	2,398,389	1,969,742	1,344,037	2,041,678	2,016,562	1,511,853	2,276,367	2,447,241	22,996,756
52	ROCKPORT (RKP) (896021)	2,217,408	2,072,130	2,737,377	2,682,250	2,958,135	3,820,884	3,783,448	2,960,456	3,907,312	2,429,165	3,335,864	1,423,216	34,327,646
53	SILVER DOME (SLD) (896080)	-	-	-	-	-	-	-	-	-	-	-	-	-
54	SITTING BULL (STB) (896084)	1,189,215	765,847	1,770,108	1,449,931	1,916,265	1,282,883	1,167,725	1,323,437	1,342,771	1,401,397	1,941,291	1,296,915	16,847,784
55	SWEETWATER (SWT) (800709)	-	-	-	-	-	-	-	-	-	-	-	12	12
56	TAFT (TFT) (54065)	691,282	982,909	777,029	632,333	379,920	542,461	362,060	351,359	300,386	325,991	505,822	704,993	6,556,545
57	THREEMILE DELIVERY (TML) (896114)	10,006,467	9,008,600	9,426,140	9,732,990	6,925,461	3,168,783	3,430,361	8,721,710	6,648,488	5,708,056	7,739,329	9,407,907	89,924,293
58	THUNDER CHIEF (TDC) (800716)	-	126,151	-	1,848,414	-	1,848,414	6,640,122	88,997	1,970,046	5,121,085	45	65	15,794,925
59	TRAPPERS LAKE (TPL) (800722)	-	370	-	88	-	8	142	257	-	-	-	-	865
60	WALCOTT JUNCTION (WAL) (47968)	393,504	229,465	82,917	19,159	27,469	69,252	77,229	18,887	35,032	20,361	19,768	594,475	1,587,516
61	WAPITI (55370)	-	-	-	-	-	-	-	-	-	-	-	-	-
62	YELLOW TAIL DELIVERY (YLT) (800829)	-	-	-	-	23	-	-	-	-	-	-	-	23
63	Total Deliveries	53,517,933	54,519,660	53,275,011	56,775,584	51,446,928	65,626,936	61,601,701	60,449,679	61,980,075	61,972,540	62,338,788	59,080,727	702,585,562
64	System Fuel:													
65	FERC Account 810 - Compressor Station Fuel <sup>2</sup>	204,758	203,661	225,650	205,201	184,152	227,377	164,129	162,397	175,154	176,07			

**Wyoming Interstate Company, L.L.C.  
Quarterly FL&U Filing  
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**Appendix C  
Throughput**

**Wyoming Interstate Company, L.L.C.  
Allocated Quantities (Throughput)**

Line No.	Item	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Total	Mar-24 - May-24
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
<b>Fuel-Related Receipts (Dth)<sup>1</sup></b>															
1	Mainline	14,266,087	13,678,897	11,289,077	11,931,144	8,591,300	8,502,938	9,799,352	11,215,267	9,025,035	9,338,664	10,416,759	11,627,043	129,681,563	29,025,382
2	Medicine Bow	20,637,091	18,656,114	19,216,734	18,491,761	18,913,996	21,650,168	20,080,280	21,649,621	21,918,808	20,965,702	21,024,116	19,985,349	243,189,740	59,055,925
3	Kanda	1,347,923	1,136,553	935,153	855,048	163,657	945,191	75,654	281,274	-	65,000	100,113	169,729	6,075,295	1,963,896
4	Piceance	12,686,816	12,719,365	11,996,053	12,266,577	10,580,954	11,404,329	12,092,747	12,572,597	11,823,103	10,349,850	11,835,244	11,844,556	142,172,191	34,251,860
<b>L&amp;U-Related Receipts (Dth)</b>															
5	Mainline	42,893,232	46,542,759	37,310,249	40,356,349	39,655,191	46,287,756	45,005,938	45,395,055	44,826,646	43,779,260	46,744,817	44,076,495	522,873,747	126,299,296
6	Medicine Bow	20,832,470	18,808,376	19,293,404	18,513,104	18,940,583	21,663,865	20,080,831	21,650,678	21,953,979	21,003,825	21,111,178	20,069,294	243,921,587	59,117,552
7	Kanda	1,347,923	1,136,553	935,153	855,048	163,657	945,191	75,654	281,274	-	65,000	100,113	169,729	6,075,295	1,963,896
8	Piceance - Other Pipeline	781,603	418,949	231,849	-	14,174	2,000	55,443	694,290	94,396	2,500	374,902	371,685	3,041,791	16,174

Notes:

1) Excludes transactions that do not consume fuel.

**Wyoming Interstate Company, L.L.C.  
Quarterly FL&U Filing  
Docket No. RP25-\_\_\_**

**Appendix D  
L&U Allocation**



**Wyoming Interstate Company, L.L.C.**  
**System L&U Allocation <sup>1</sup>**

Line No.	Item	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Total	Prior Period	Sep-24 - Nov-24 Plus PPA
															Adj. <sup>3</sup>	in Col. (o)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
1	System L&U <sup>2</sup>	(84,622)	(66,203)	(116,410)	(135,570)	(109,459)	(102,916)	(150,711)	(139,806)	(105,861)	(87,357)	(72,029)	(16,715)	(1,187,658)	18	(176,082)
<b>L&amp;U Allocation</b>																
2	Mainline	(55,117)	(46,052)	(75,182)	(91,606)	(73,853)	(69,141)	(104,003)	(93,302)	(70,960)	(58,973)	(49,274)	(11,389)	(798,851)	12	(119,623)
3	Medicine Bow	(26,769)	(18,611)	(38,877)	(42,023)	(35,275)	(32,360)	(46,405)	(44,499)	(34,752)	(28,293)	(22,254)	(5,186)	(375,304)	5	(55,728)
4	Kanda	(1,732)	(1,125)	(1,884)	(1,941)	(305)	(1,412)	(175)	(578)	-	(88)	(106)	(44)	(9,390)	-	(238)
5	Piceance - All	(1,004)	(415)	(467)	-	(26)	(3)	(128)	(1,427)	(149)	(3)	(395)	(96)	(4,113)	1	(493)
6	Total System L&U	(84,622)	(66,203)	(116,410)	(135,570)	(109,459)	(102,916)	(150,711)	(139,806)	(105,861)	(87,357)	(72,029)	(16,715)	(1,187,658)	18	(176,082)

## Notes:

- 1) L&U determined by the physical gas balance, shown in Appendix B, Schedule 1, is allocated to each segment of WIC's system using L&U-related receipts from Appendix C, Schedule 1, lines 5-8.
- 2) See Appendix B, Schedule 1, line 71.
- 3) Prior period adjustments associated with fuel volume adjustments for April 2024, July 2024, and August 2024.

**Wyoming Interstate Company, L.L.C.  
Quarterly FL&U Filing  
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**Appendix E  
Fuel Consumption**

**Wyoming Interstate Company, L.L.C.**  
**Fuel Gas Consumption**  
**(FERC Accounts 810 and 812)**

Line No.	Item	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Total	Prior Period Adj. <sup>3</sup>	Sep-24 - Nov-24 Plus PPA in Col. (o)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
<b>Fuel Gas Used (FERC Accounts 810 and 812, Excluding Capitalized Gas) (Dth)<sup>1</sup></b>																
1	Mainline	61,238	63,329	59,027	55,842	48,818	63,302	58,346	53,259	48,420	48,075	44,471	63,765	667,892	11	156,322
2	Medicine Bow	46,861	38,951	36,385	36,164	37,435	42,732	35,042	49,495	60,433	59,155	61,369	35,409	539,433	(6)	155,928
3	Kanda <sup>2</sup>	-	-	-	-	-	-	-	-	228	-	-	41	268	(0)	41
4	Piceance	40,872	51,789	75,259	87,331	55,938	67,317	55,264	44,671	46,564	40,146	46,185	45,830	657,166	(24)	132,136
5	<b>Total</b>	<b>148,971</b>	<b>154,069</b>	<b>170,671</b>	<b>179,337</b>	<b>142,192</b>	<b>173,351</b>	<b>148,652</b>	<b>147,426</b>	<b>155,644</b>	<b>147,376</b>	<b>152,025</b>	<b>145,045</b>	<b>1,864,759</b>	<b>(18)</b>	<b>444,427</b>

Notes:

- 1) Excludes off-system fuel directly retained.
- 2) The August 2024 and November 2024 quantities reflect other gas use in FERC Account No. 812 associated with the Kanda Lateral.
- 3) Prior period adjustments associated with fuel volume adjustments for April 2024, July 2024, and August 2024.

**Wyoming Interstate Company, L.L.C.  
Fuel Gas Consumption (FERC Accounts 810 and 812) by Compressor Station**

Quantity (Dth)

Line No.	Item	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Total
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
<b>FERC Account 810 Compressor Station Fuel Gas Consumption</b>														
1	BAXTER ENGINE FUEL GAS	11,951	12,077	9,544	5,080	5,373	14,191	12,575	5,719	4,409	6,576	4,964	11,628	104,086
2	DOUGLAS COMP. STA. TOTAL FUEL	45,435	38,041	35,722	35,386	36,771	41,328	34,406	48,411	59,085	57,590	59,818	34,444	526,438
3	ECHO JUNCTION COMPRESSOR FUEL	7,992	7,850	8,332	8,682	7,845	7,894	8,165	8,745	8,137	8,005	9,611	9,061	100,320
4	HAROLD BURROW COMPRESSOR STATION	-	1	-	-	-	-	-	0	-	-	-	-	1
5	LARAMIE WIC COMPRESSOR FUEL	-	38	-	-	-	6,184	3,677	-	-	-	-	-	9,899
6	PICEANCE LATERAL COMPRESSOR FUEL	25,725	24,970	22,857	37,236	30,689	34,577	37,098	41,933	43,805	37,712	41,506	42,912	421,019
7	RAWLINS TO WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
8	SNAKE RIVER COMPRESSOR	11,989	23,131	48,785	45,892	21,659	29,691	14,997	-	-	-	1,103	-	197,247
9	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
10	WIC WAMSUTTER COMPRESSOR FUEL	39,990	39,481	39,961	40,940	34,694	34,172	33,094	38,439	35,545	33,090	29,106	41,814	440,325
11	WIC-CHEYENNE COMPRESSOR FUEL	-	2,274	-	-	-	-	-	-	-	-	-	-	2,274
12	Total	143,082	147,864	165,201	173,216	137,030	168,038	144,012	143,246	150,981	142,974	146,107	139,859	1,801,609
13	FERC Account 812 - Other Fuel Gas <sup>1</sup>	5,890	6,205	5,470	6,121	5,161	5,313	4,640	4,180	4,664	4,402	5,918	5,185	63,150

Notes:

1) Excludes off-system FL&U.

**Wyoming Interstate Company, L.L.C.  
Quarterly FL&U Filing  
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**Appendix F  
FL&U Retention**

Wyoming Interstate Company, L.L.C.  
Transportation Fuel Quantities Retained

Line No.	Item	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Total	Sep-24 - Nov-24
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
<b>Fuel-Current</b>															
1	Mainline	64,168	61,952	50,772	67,896	48,775	49,331	49,891	57,058	45,925	40,151	44,855	49,985	630,759	134,991
2	Medicine Bow	37,046	33,632	34,545	40,666	52,986	60,590	56,122	60,607	61,367	56,588	56,797	53,964	604,910	167,349
3	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Piceance	30,408	30,482	28,747	29,441	25,393	27,360	36,264	37,699	35,450	54,868	62,727	62,815	461,654	180,410
5	Total Fuel-Current	131,622	126,066	114,064	138,003	127,154	137,281	142,277	155,364	142,742	151,607	164,379	166,764	1,697,323	482,750
<b>Fuel-True-up</b>															
6	Mainline	(64,168)	(61,952)	(50,772)	(51,241)	(36,871)	(37,288)	(49,921)	(57,103)	(45,957)	(40,116)	(44,760)	(50,012)	(590,161)	(134,888)
7	Medicine Bow	(8,279)	(7,541)	(7,743)	(7,377)	(18,937)	(21,627)	(20,015)	(21,650)	(21,904)	(46,175)	(46,342)	(43,984)	(271,574)	(136,501)
8	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Piceance	1,271	1,286	1,206	(20,835)	(17,978)	(19,357)	33,871	35,233	33,132	42,427	48,547	48,541	187,344	139,515
10	Total Fuel-True-up	(71,176)	(68,207)	(57,309)	(79,453)	(73,786)	(78,272)	(36,065)	(43,520)	(34,729)	(43,864)	(42,555)	(45,455)	(674,391)	(131,874)



**Wyoming Interstate Company, L.L.C.  
Quarterly FL&U Filing  
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**Appendix G  
L&U Cash-out**



**Wyoming Interstate Company, L.L.C.  
Kanda System L&U Over-Collection Cash-out Worksheet**

Line No.	Month	System L&U Allocated <sup>1</sup>	Current L&U Retained <sup>2</sup>	L&U Sought for True-up <sup>3</sup>	True-up L&U Retained <sup>4</sup>	Gain to be Netted With Fuel <sup>5</sup>	Cash-out Quantities	Index Price <sup>6</sup>	Cash-out Amount
							(g) [(b) - (c) + (d) - (e) - (f)]	(h)	(i) [(g) x (h)]
1	September 2024	(88)	0	0	0	(41)	(47)	\$1.6913	(\$79)
2	October 2024	(106)	0	0	0	0	(106)	\$1.8295	(\$194)
3	November 2024	(44)	0	0	0	0	(44)	\$1.8272	(\$80)
4	Total	(238)	0	0	0	(41)	(197)		(\$354)

Notes:

- 1) See Appendix D, Schedule 1, line 4, columns (k) through (m).
- 2) See Appendix F, Schedule 2, line 3, columns (k) through (m).
- 3) See Appendix A, Schedule 2, line 7, column (e).
- 4) See Appendix F, Schedule 2, line 8, columns (k) through (m).
- 5) Total gain being netted with fuel. See Appendix A, Schedule 2, line 10, column (e).
- 6) Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."

**Wyoming Interstate Company, L.L.C.**  
**Kanda System Receipts Subject to L&U by Contract - Cash-out Allocation**  
(Quantities (Dth) Subject to L&U)

<b>Line No.</b>	<b>Service Requester and Contract Number</b>	<b>Sep-24</b>	<b>Oct-24</b>	<b>Nov-24</b>	<b>Total</b>	<b>Pro-Rata Cash-out Allocation</b>
	(a)	(b)	(c)	(d)	(e)	(f)
1	BP ENERGY COMPANY - 219230	10,000			10,000	\$11
2	KM GAS MARKETING LLC - 220619	55,000	40,363	133,529	228,892	\$242
3	TENASKA MARKETING VENTURES - 200848		3,500	36,200	39,700	\$42
4	TENASKA MARKETING VENTURES - 219999		56,250		56,250	\$59
5	<b>Total</b>	<b>65,000</b>	<b>100,113</b>	<b>169,729</b>	<b>334,842</b>	<b>\$354</b>

**Wyoming Interstate Company, L.L.C.  
Kanda System L&U Over-Collection Cash-out Worksheet**

Line No.	Month	System L&U Allocated <sup>1, 8</sup>	Current L&U Retained <sup>2</sup>	L&U Sought for True-up <sup>3</sup>	True-up L&U Retained <sup>4</sup>	Gain to be Netted With Fuel <sup>5</sup>	Cash-out Quantities	Index Price <sup>6</sup>	Cash-out Amount
							(g) [(b) - (c) + (d) - (e) - (f)]	(h)	(i) [(g) x (h)]
1	March 2024	(1,941)	0	0	0	0	(1,941)	\$1.2780	(\$2,481)
2	April 2024	(305)	0	0	0	0	(305)	\$1.1632	(\$355)
3	May 2024 <sup>7</sup>	(1,412)	0	0	0	0	(1,412)	\$1.2310	(\$1,738)
4	Total	(3,658)	0	0	0	0	(3,658)		(\$4,574)

Notes:

- 1) See Appendix D, Schedule 1, line 4, columns (e) through (g).
- 2) See Appendix F, Schedule 2, line 3, columns (e) through (g).
- 3) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 7, Column (e), Docket No. RP24-957-000 (Aug. 1, 2024); no true-up quantities were sought during this time period.
- 4) See Appendix F, Schedule 2, line 8, columns (e) through (g).
- 5) No gain is being netted with fuel. See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 10, Column (e), Docket No. RP24-957-000 (Aug. 1, 2024).
- 6) Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."
- 7) The quantity on line 3, column (b) includes the May 2024 prior period adjustment amount of 1 Dth shown at Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix D, Schedule 1, Line No. 4, Column (o), Docket No. RP25-137-000 (Oct. 31, 2024).
- 8) These quantities do not include the prior period adjustment quantity of 15 Dth shown at Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix D, Schedule 1, Line No. 4, Column (o), Docket No. RP24-957-000 (Aug. 1, 2024). See Appendix G, Schedule 5 for this prior period adjustment quantity.

**Wyoming Interstate Company, L.L.C.**  
**Kanda System Receipts Subject to L&U by Contract - Cash-out Allocation**  
(Quantities (Dth) Subject to L&U)

<b>Line No.</b>	<b>Service Requester and Contract Number</b>	<b>Mar-24</b>	<b>Apr-24</b>	<b>May-24</b>	<b>Total</b>	<b>Pro-Rata Cash-out Allocation</b>
	(a)	(b)	(c)	(d)	(e)	(f)
1	BP ENERGY COMPANY - 200845	685,020	151,811	2,535	839,366	\$1,955
2	BP ENERGY COMPANY - 215885			10,700	10,700	\$25
3	BP ENERGY COMPANY - 219230			20,413	20,413	\$48
4	CITADEL ENERGY MARKETING LLC - 212124			444,400	444,400	\$1,035
5	KM GAS MARKETING LLC - 217958			100	100	\$0
6	KM GAS MARKETING LLC - 220619	170,028	11,846	467,043	648,917	\$1,511
7	<b>Total</b>	<b>855,048</b>	<b>163,657</b>	<b>945,191</b>	<b>1,963,896</b>	<b>\$4,574</b>

**Wyoming Interstate Company, L.L.C.  
Kanda System L&U Over-Collection Cash-out Worksheet**

Line No.	Month	System L&U Allocated <sup>1</sup>	Current L&U Retained	L&U Sought for True-up	True-up L&U Retained	Gain to be Netted With Fuel	Cash-out Quantities	Index Price <sup>2</sup>	Cash-out Amount
							(g) [(b) - (c) + (d) - (e) - (f)]	(h)	(i) [(g) x (h)]
1	February 2022	(12)	0	0	0	0	(12)	\$4.4811	(\$54)
2	August 2023	(2)	0	0	0	0	(2)	\$2.2702	(\$5)
3	February 2024	(1)	0	0	0	0	(1)	\$1.4100	(\$1)
4	Total	(15)	0	0	0	0	(15)		(\$60)

Notes:

- 1) Amounts reflect prior period adjustment quantities only. See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix D, Schedule 1, Line No. 4, Column (o), Docket No. RP24-957-000 (Aug. 1, 2024). These quantities were shown separately so that they could be associated with the months to which the prior period adjustment applied.
- 2) Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."

**Wyoming Interstate Company, L.L.C.**  
**Kanda System Receipts Subject to L&U by Contract - Cash-out Allocation**  
(Quantities (Dth) Subject to L&U)

Line No.	Service Requester and Contract Number	Feb-22	Aug-23	Feb-24	Total	Pro-Rata Cash-out Allocation
	(a)	(b)	(c)	(d)	(e)	(f)
1	February 2022:					
2	ANADARKO ENERGY SERVICES COMPANY - 200716	101,435			101,435	\$54
3	<b>Total</b>	<b>101,435</b>			<b>101,435</b>	<b>\$54</b>
4						
5	August 2023:					
6	ANADARKO ENERGY SERVICES COMPANY - 200725		94,224		94,224	\$4
7	BP ENERGY COMPANY - 219230		17,000		17,000	\$1
8	<b>Total</b>		<b>111,224</b>		<b>111,224</b>	<b>\$5</b>
9						
10	February 2024:					
11	BP ENERGY COMPANY - 200845			596,653	596,653	\$1
12	KM GAS MARKETING LLC - 220619			338,500	338,500	\$0
13	<b>Total</b>			<b>935,153</b>	<b>935,153</b>	<b>\$1</b>
14						
15	<b>Grand Total</b>					<b>\$60</b>

**Wyoming Interstate Company, L.L.C.  
Kanda System L&U Over-Collection Cash-out Worksheet**

Line No.	Month	System L&U Allocated <sup>1,7</sup>	Current L&U Retained <sup>2</sup>	L&U Sought for True-up <sup>3</sup>	True-up L&U Retained <sup>4</sup>	Gain to be Netted With Fuel <sup>5</sup>	Cash-out Quantities	Index Price <sup>6</sup>	Cash-out Amount
							(g)	(h)	(i)
	(a)	(b)	(c)	(d)	(e)	(f)	[(b) - (c) + (d) - (e) - (f)]		[(g) x (h)]
1	June 2024	(175)	0	0	0	(175)	0	\$1.5520	\$0
2	July 2024	(578)	0	0	0	(53)	(525)	\$1.5947	(\$837)
3	August 2024	0	0	0	0	0	0	\$1.5069	\$0
4	Total	(753)	0	0	0	(228)	(525)		(\$837)

Notes:

- 1) See Appendix D, Schedule 1, line 4, columns (h) through (j).
- 2) See Appendix F, Schedule 2, line 3, columns (h) through (j).
- 3) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 7, Column (e), Docket No. RP25-137-000 (Oct. 31, 2024); no true-up quantities were sought during this time period.
- 4) See Appendix F, Schedule 2, line 8, columns (h) through (j).
- 5) Total gain being netted with fuel. See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 10, Column (e), Docket No. RP25-137-000 (Oct. 31, 2024).
- 6) Section 1.6 of WIC's General Terms & Conditions states that " 'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."
- 7) These quantities do not include the May 2024 prior period adjustment amount of 1 Dth shown at Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix D, Schedule 1, Line No. 4, Column (o), Docket No. RP25-137-000 (Oct. 31, 2024). This prior period adjustment quantity is included in Appendix G, Schedule 3.

**Wyoming Interstate Company, L.L.C.**  
**Kanda System Receipts Subject to L&U by Contract - Cash-out Allocation**  
(Quantities (Dth) Subject to L&U)

<b>Line No.</b>	<b>Service Requester and Contract Number</b>	<b>Jul-24</b>	<b>Total</b>	<b>Pro-Rata Cash-out Allocation</b>
	(a)	(b)	(c)	(d)
1	BP ENERGY COMPANY - 219230	241,628	241,628	\$719
2	KM GAS MARKETING LLC - 220619	39,646	39,646	\$118
3	<b>Total</b>	<b>281,274</b>	<b>281,274</b>	<b>\$837</b>